

- (3) encouraging industries, businesses, and institutions to stagger work hours or establish variable work hours for employees: this will spread peak travel over a longer time period and thus reduce peak hour demand;
- (4) planning and encouraging land use development or redevelopment in a more travel efficient manner.

### **System Efficiency**

Another means for altering travel demand is the development of a more efficient system of streets that will better serve travel desires. A more efficient system can reduce travel distances, time, and cost to the user. Improvements in system efficiency can be achieved through the concept of functional classification of streets and development of a coordinated major street system.

### **Functional Classification**

Streets perform two primary functions: **traffic service** and **land service**, which, when combined, are basically **incompatible**. This conflict is not serious if both traffic and land service demands are low. However, when traffic volumes are high, conflicts created by uncontrolled and intensely used abutting property lead to intolerable traffic flow friction and congestion.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets which permits travel from origins to destinations with directness, ease, and safety. Different streets in the system are designed and called on to perform specific functions, thus minimizing the traffic and land service conflict. Streets are categorized by function as local access streets, minor thoroughfares, or major thoroughfares (See Figure 1).

**Local Access Streets** provide access to abutting property. They are not intended to carry heavy volumes of traffic and should be located so that only traffic with origins and destinations on these streets would be served. Local streets may be further classified as either residential, commercial, and/or industrial depending upon the type of land use which they serve.

**Minor Thoroughfares** are more important streets on the city system. They collect traffic from local access streets and carry it to the major thoroughfares. They may in some instances supplement the major thoroughfare system by facilitating minor through-traffic movements. A third function that may be performed is that of providing access to abutting property. They should be designed to serve limited areas so that their development as major thoroughfares will be prevented.

**Major Thoroughfares** are the primary traffic arteries of the city. Their function is to move intra-city and inter-city traffic. The streets which comprise the major thoroughfare system may also serve abutting property; however, their principal function is to carry traffic. They should not be bordered by uncontrolled strip development because such development